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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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1937 **Buick** 1938



BUICK CLUB

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

JUNE 28, 1982

Dear Members,

I just completed issue #6 and I believe it was the hardest one I have done yet. Not because of content..But because of the weather and all of the hassle of getting ready for my first National Show for my 37. It is real hard to sit at a Typewriter when the sun is out and my garage is a mess with all of the last minute details that are facing me. Oh well..It's worth the trouble and it keeps me off the streets....

As to the "First Class" mailing offer that I made last month..Believe it or not only about three people were interested so we will be staying on the "Bulk Rate" postage and your annual memberships will remain the same. From all of the complaints I received I thought more people would want the "First Class" postage.

I talked with Ray Kuehn about the Sill Plate Offer that he gave us last month and he said he only received two letters concerning his offer to the Club on a discount deal for Sills. Again, I can't believe, after over 150 people wrote me wanting Sills, that the responce was so low, after we finally got the Sills that are right. If he does not receive any interest shortly he will be forced to recind his discount offer to the Club. See Page #27 For Repeat of Offer.

Our letters on "Parts for Sale" and "Parts Wanted" are getting smaller & smaller. I can only publish what you send me, so if you want to see more in these two sections, you better sit down and write me.

I have been thinking of some new ways to get better input from across the country and get some of the members more involved. And last, but not least..lessen my work a little. Please write me and give me your thoughts on electing members to a term of say one year as a Director of the Club. We could have about five directors that would be responsible for certain areas such as..Parts & Cars For Sale...Human Interest Stories...Technieal...A National 37/38 Meet....etc. etc. We could have the members contact the Director that is in charge and he could in turn send me the final product for publication. **WHAT DO YOU THINK???????**

On page seven I have put copies of Dug Waggoners (#10) preliminary drawings of a Club Plaque. I want to Thank Dug for all of his efforts for the Club. He has done all of the Art Work for the Club since we started, including this months cover and last months. The Radio Booklet I have been offering to the members is one way I have been trying to raise money towards our Plaques. So far we have \$60.00 in the pot and in order to furnish all of the members with some sort of plaque we will need around \$600.00. If anyone has any ideas on how to raise this money, please contact either Dug or myself.

In this issue I am publishing "Tune Up" facts for 1937..Next month I will run the same for 1938. Also next month I will run a special issue reporting on The Nationals. If anyone else that is going to the Nationals would like to help with the pictures, please contact me as I am not a very good photographer. We will need good 35mm stuff.

Thats it for now..I'm going to the Nationals.....

P.S. TUNE UP PAGES COURTESY OF..RICHARD BARBEE #42

Dave Lewis,

Editor



1937 **Buick** 1938



BUICK CLUB

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

BUICK CLUB RULES & REGULATIONS Effective 6-1-82

A INDIVIDUAL MEMBERSHIPS

You must be the proud owner of any model 37/38 Buick or in the pursuit of...

You must understand that the sole purpose of this Club is to preserve and to maintain these fine cars.

You must understand that for this club to survive, you must participate in some form during the course of your membership in order for you to remain in the club. If the bulk of our members "read" only, we can not survive.....

You must understand this club is based on it's membership being "hobbiest" and you are to treat each other in this vain.

All Advertising to Individual Members is "Free" limited only by space available

The Editor reserves the right to reject any and all memberships that are found to be engaging in un-ethical practices.

Any member that is selling parts as a sole means of making a living will be required to pay commercial rates for their advertising.

B NON MEMBER ADVERTISING

Non Member Advertising will be allowed on a Free Basis..This will only be allowed in the "PARTS FOR SALE" and"CARS FOR SALE" sections.....

C COMMERCIAL VENDORS

Commercial Vendors may join our club.

It is not required for Vendors to join our club in order to advertise, but if they do join they will receive all issues in order to keep abreast with our activities.

The Editor reserves the right to reject any Vendors application that is found to practice un-ethical practices in our sport.

A Free issue will be sent to any Vendor Advertising in a current issue.

D COMMERCIAL ADVERTISING RATES

One Full Page... \$35.00 One Half Page.. \$20.00 One Quarter Page.. \$10.00

E DUES AND POSTAGE

Membership runs from Feb 1 thru Jan 31 of each year...Annual Dues \$20.00 (Bulk Mail)
First Class Mail \$6.50 extra per year. Overseas Members, Air Mail, \$45.00 per year.
Canada, First Class Only, \$26.00 per year. August thru Jan..½ price

1937 **Buick** 1938

A MEMBER SUPPORTED
NATIONAL BUICK CLUB

MAIL

Dear Dave,

I have not been in touch with you lately due to the fact that for 2½ months I was sick with Pnumonia & unable to work at my car hobby. In the last 3-4 weeks I have recuperated enough to respond to the Ads I had placed in the February Newsletter. I have had very good response to my Ads and I feel you are doing an excellent job at co-ordinating the 37/38 News Bulletin.

I have a suggestion to make to the members when they are responding to the Ads in the Newsletter. Please have all the advertisers include the words..S.A.S.E. when entering their Ads. This means..SELF ADDRESSED STAMPED ENVELOPE. I have received several letters in response to my Ads and I will not answer requests without a S.A.S.E. as I can not afford all of the postage required and the time and expence of envelopes and addressing them. I think the members will find that without a S.A.S.E. They will not get answers from any of the Ads they write in about.

Don Gust #43

EDITORS COMMENT...

Don, I am very please that you have taken the time to remind us of the problem. I have failed to tell the members about this and I'm sorry. I just took for granted that everyone was aware of this policy in this sport. Please..everyone start using S.A.S.E.

Dave Lewis, Editor

Dear Dave,

Enclosed is my check for \$20.00 for membership in the 37-38 Buick Club. May I say thanks to you for the complimentary copies of your Newsletter. I find it very informative and benefical in finding parts and information.

One correction for the Newsletter...An article in the Newsletter stated that ALL '37 Buicks are Woodgrained. and that is incorrect. The 90 Series Limited is not. The Window Sills and Dash are I believe Dupont # 43407-L which is Tobacco Brown, with some kind of Silk Screen design in two places only. One at the Instrument Cluster and the other at the Glove Box Door. Both are between the two small pieces of vertical chrome stripping. I have a 1937 91F and have done some research on this. Maybe this bit of information will help some of the other members.

Also I would like to correct some of the terminolgy being used in refrence to our cars. This is in reference to Body Styles. "Trunk Back" is correct, while "Hump Back" is not and "Fast Back" is correct and not "Plain Back". I do hope you you take this as corrective criticism as it is intended. You are doing a fine job, and I comend you. Keep up the good work. I am proud to be a small part of 37 Buick 38. I may have some parts for sale in the near future, but not at present. Thanks for seeking me out. Looking forward to my next issue.

Jack Corliss #279

Thanks for the useful information Jack. We all appreciate the help you have given. I want to thank you for taking the time to write and let me know of the error.

Dave

CORRECTION, LAST MONTHS ISSUE #5...I have had several calls on the letter from Joe Krepps that was in last months Newsletter. Due to an over sight on my part I omited his Club number, addresss and phone number....SORRY!

Joe Krepps #187
2486 Pacer Lane S.
Cocoa, FLA. 32922
305-636-8777

Dear Dave,

Once again, Thanks for all your efforts & work in forming the 37-38 Club. Hope in the not too distant future, to be able to contribute more to the Club. This is the best thing that has ever happened for 37-38 Buick Owners..

I am in the process of building molds to reproduce sidemount covers in fiberglass. If any of the members are interested, I would be glad to help them out. I am also making a casting pattern for "BUICK" Sidemount Emblem on the covers

Thank You,
John Hopley #33

John...Thanks for the nice letter and your two projects sound great! Any of the members that would be interested should write John and let him know..

Dave

Dear Dave,

I have access to a firm that does metal spinning. Do you think there would be any interest in the reproduction of side mount covers, inner & outer, or the rings? If we could get an idea how many people would be interested, I could pursue the matter..

I have produced a number of sidemount lock plates for both Special & Century. I do not make locks, but can supply the plate that inserts into the wheel center to hold the tire in place. They are \$45.00 each.

To convert 37-38 Fender Lights to Signal Light-Park Light combination, use "Ecklin" light socket # LS-6114 with existing spring and double contact bulb. Use 2 wire extension cord for new harness from park lights. String a single wire from under the dash to left rear light. Use brake light wire for R/R light. Wire into signal assembly using their schematic.

Don Warren #272

JIM WALLACE #283 BEAUTIFUL 1937-46S..

This beautiful 37 has won several shows.

Two First Place in it's Class at West Coast B.C.A. Meets 1980 and 1981

Three First Place Wins At BUTLIN BUICK, Los Angeles..1979-1981-1982

Jim..Your Car looks Super..I would like for you to send a story about your car so the other members can share some of your experiences.

Dave



1937 **Buick**

1938

A MEMBER SUPPORTED

NATIONAL BUICK CLUB

DON GUST #43 1937 SERIES 47

I was repairing a 37 Buick, 41 series Trunk Back, and was in need of a gasoline tank. In my search I found what was advertised as a parts or restore 37 Buick. I went to look at it and found a very good rust free 37 Buick-47 Series, Fast Back. The price was right, so I purchased it.

The winter of 1980 & spring of 1981 I did a complete, Ground-up restoration. I searched, and found a parts car advertised with sidemounts. I purchased it and used the fenders on the 37 Buick. It took me a year to find the sidemount covers. The car was sandblasted, painted Sudan Blue Metallic, mechanically restored, all new glass, Lynn Steel rubber, wood grained, all new chrome, LaBaron Bonney upholstery, new tires, some plastics. etc. etc. The car has all of the accessories...Defrosters, extra Radio Speaker, Sidemounts, working Clock, Foglights. I like and enjoy the car very much.

MEMBER CARS



PETER SMITH #244 1937 SERIES 80

This beauty has been completely rebuilt inside and out. The people in Florida sure turn their heads when this Sedan Drives by....

MEMBER CARS



PANOS GEORGOPULO #40 1937 SERIES 90

This Beauty looks like it's ready for a parade the way it's decked out in Red, White and Blue.

MEMBER CARS



PROUD 1937 OWNERS



Member Car

Dear Dave,

Please find enclosed a picture of me and my very first undertaking in restoring a basket case. It was taken down to the last bolt. The frame was completely stripped. The former owner had plans on restoring it, but gave up as a bad deal. He did manage to spray a sticky coating of gunk, of some type, to prevent rust and that's what had to be scrapped off! I finally got the frame cleaned, sanded and painted. The frame was then wrapped in plastic and set in the driveway for the winter. Over the winter all mechanical parts were either repaired or replaced. The engine was about the only thing that was good. I put a new floor in it as it was just about rusted away. The entire job was completed in seventeen months.

My wife wrote for all the parts. She also sanded the complete car down to the bare metal (and also her fingers).

The seats had been redone about ten years ago and was another thing that was in fairly good shape. I did replace the headliner and the seats did require a good cleaning, which my wife did. We finished the car this past October and drove it to our sons house to show it off. From there we took it to the limestone mines in Brady's Bend, which is outside of Butler, PA. and stored it for the winter in the air-conditioned section of the mines.

By the end of March we were getting very anxious to see how well it held up, or if it would even start.

"Clyde" looked and sounded great.. After 5 months in the mines.. The people who take care of the mines, start the engines every week or so. From all the people we met, to all the people we wrote to, talked on the phone with, to all of the S.A.S.E. my wife sent asking about parts, prices, condition of items and we received answers from all of them.... We want to Thank them all for helping us to turn a Basket Case of junk.. To what you see in the picture. We both are really proud of our accomplishment and can truly say "We did it ourselves".

We still have a few things left to do on it, but we are taking a break, and enjoying it. The car is a 1937 Businessmen's Coupe. It can hold it's speed of 55 M.P.H on the interstate as well as any car on the road, and in some cases even better!



CLUB PROJECTS

SUBMITTED BY DUG WAGGONER #10...IDEAS ONLY FOR 37/38 BUICK CLUB

"A" This emblem would be on a Chrome backing with Blue Lettering and a Red background. It could be made into Dash Plaques, Grill Emblems, Jacket Patches or Decals



"B" This emblem is very similar to "A" with different wording and it would be on a Brass Background with a white color in the background and a Blue Buick emblem in the center. It also could be used for several purposes.



"C" This type of emblem could best be used as an add on to a Licience Plate. It could also be used for other purposes such as decals.



MEMBERS....Please write Dug or Myself with your opinions of the Drawings and also any ideas on how to raise the money for this "Club Project".

Dave

PLEASE WRITE YOUR COMMENTS TO.....

37/38 Buick Club
1569 Wabash Ave.
Springfield, Illinois

Dug Waggoner (designer)
251 Kearny Street
San Francisco, CA. 94108

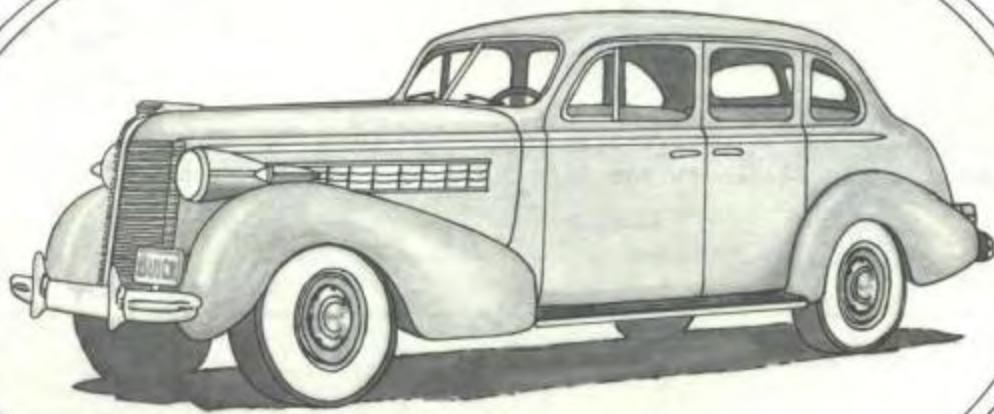
Dear Dave,

Hellow, How are things going with you? I'm looking forward to seeing you at the East Coast National meet in PA. I'll have a stand in the Flea Market (#12). As you have seen by now, there is a picture of a 1938 Buick in with this letter. I was raised around a 1938 Buick and it kind of grew on me. I like to draw some times, so one day I sat down and started to draw this picture. When I was finished I was pleased with it so I went a little farther and took it to work and shot a picture of it. One thing led lead to another and this is what it ended up like. After a few people talked to me about it I decided to make some copies of it and sell some. This one you may keep, but the Black & White one could be used in the Newsletter if you like. Inclosed is a negative for you to use to print it with.

Thank you for everything,
David Bylsma #117

Editors Note... The picture is very nice-and if any of the members would like one you can contact David and he will send you one. They are two color, Blue & Black set on a clear plastic background. They are 5"X7" and cost \$5.38 ea. Post Paid.

PROUD 1938 OWNERS

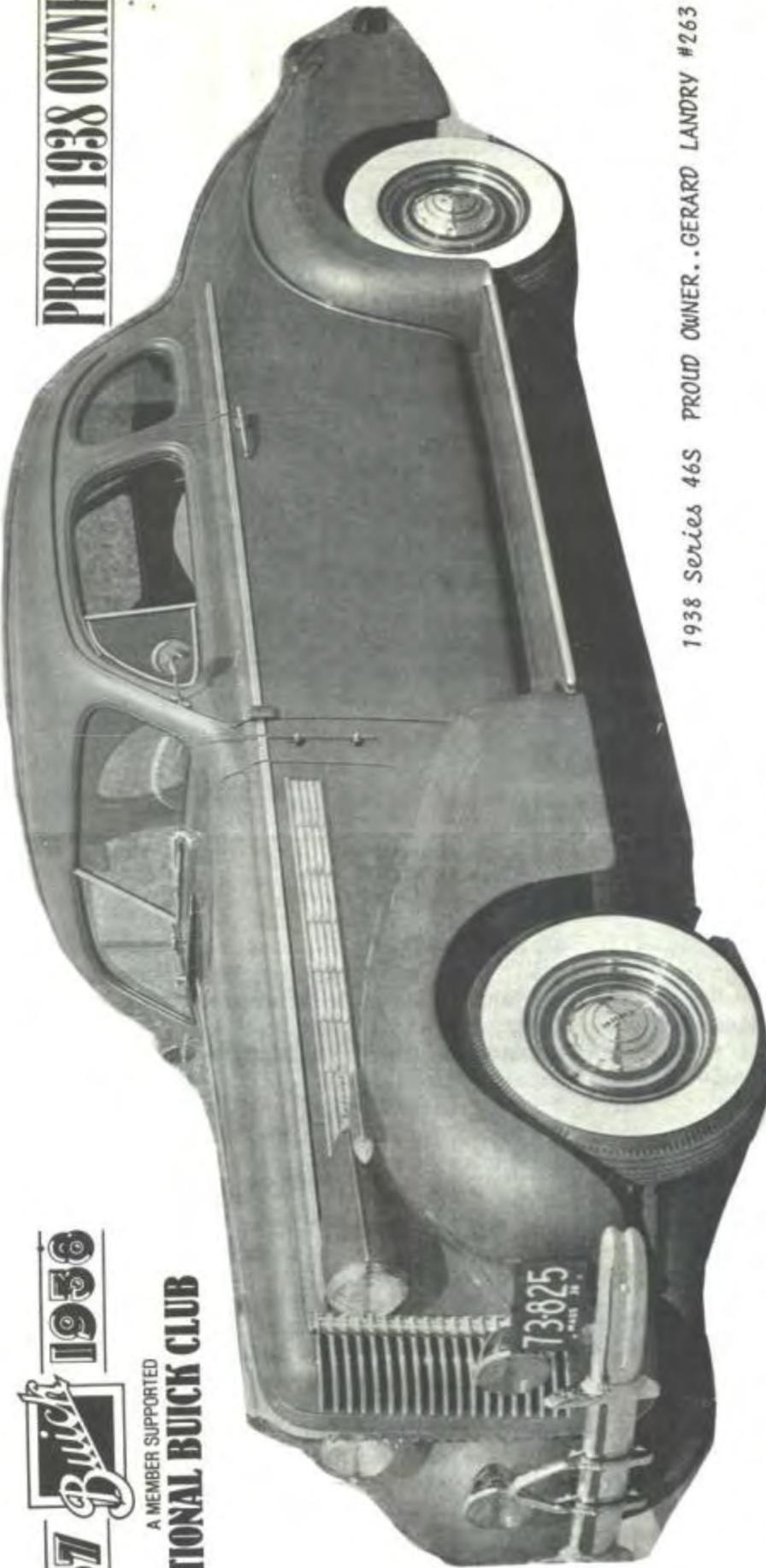


1938 Buick

1937 Buick 1950

A MEMBER SUPPORTED

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1938 Series 46S PROUD OWNER..GERARD LANDRY #263

As a young boy I spent many hours around Buicks, since my Dad worked in a Buick Agency for 43 years. Through these years it's no wonder a deep love was developed for these great beauties. At the age of 11 I learned to drive in a 1937 series 41 Verde Green low mileage Sedan. I could never forget that melodious hum of 2ed gear in that straight 8 and always dreamed of owning one.

In 1976 while on a visit to Maine I came across an Ad for a 1938 series 46S with only 46,000 miles and all original. After a few months of deep thought and a little bargaining, the old blue coupe found a new home in my garage. The wood grain dash and plastic were like new although the upholstery was a little moth eaten from 15 years of storage. I soon found while dismantling the coupe that it had been well cared for and seldom driven in the winter. A full ground up restoration was started. It was my first, very slow and painstaking task. Each and every piece was dismantled, striped, refinished and after 18 coats of Nitro Boticelli Blue [Original Color] was carefully reassembled. It was my first show lacquer paint job and the blue metallic damn near sent me to the "Funny Farm". The only mechanical work needed was to re-seal the engine and renew the brake system. After much research and help from B.C.A. friends like Bob Huxley and Hank Bates the car began to take shape. Three years and several hundred hours of blood sweat and tears...We made our first Show.

The ole Blue Coupe has brought many compliments, and I have made many new friends. In two years of showing our Coupe it has earned many 1st place trophys and much to our delight, 2 Best of Shows in 1980, one in Stowe, Vt. and one in Bennington, Vt.

The car has amazed me in every way. When a friend of mine (Tony Romero) encouraged me to take it to Hershey where it took a

CARS FOR SALE

TRADE: 1938 Buick Special Coupe: One Owner
 91,000 miles, No Rust, Want to trade up to
 '38 Century Coupe of like condition....

CONTACT: Larry McCune #308
 4332 Parkview Drive
 Lakewood, CA 90712
 213-420-1249



1938 Special Model 41; Great Parts Car or Complete with out any problems. Body-work completed, but the rest yet to do. No Sidemounts. New Wiring Harness and Manuals, later type straight eight and 15" wheels. Ran great before starting project. Simply have too many things going right now to complete. \$1200.00 or decent offer...

Roger Hayes #270
 1108 Clark Rd.
 Wadsworth, OH 44281
 216-334-1842

1937 Buick Century Four Door Sedan; Model 61 with Sidemounts. 96,000 miles. Car is very solid, no rust, very original except poor second paint job. Upholstery is excellent with exception of one small part on side of seat that could be repaired. Car has correct Fog Lights. Car needs usual attention to oil leaks, but strong runner. It's all there except the Wiper Knob.... \$6,500.00 FIRM.. I'll be back east (including the Buick Nationals) until late July.

Jim Bahrenburg #29, 1985 Yank Ct., Golden, CO
 303-233-7755

1938 Buick Opera Coupe; Car is 90% Restored. Just needs paint and interior. Sidemounts, radio, all chrome, new steering wheel, new wood-grained dash, new tires, new fuel pump, re-built carb, generator & new regulator. All glass new, newly chromed bumpers and guards, including the Buick 8 Plate in center of bumper. Fog Lights, spot light, new exhaust system, rebuilt engine with spare head, trans and crank and parts from 2 other 38's. It's a real strong piece and I'm willing to bargain.. Asking \$3,900.00

Dennis Huber #110
 219 Pebble CK
 Summerville, S.C. 29483
 803-873-3303

CARS FOR SALE:
 1937 Four Door, Fast Back Sedan. Car is in this months Newsletter with story.. Price is \$9,500.00

Don Gust #43
 Rt. 1, Box 161
 Beecher, Ill. 60401
 312-946-2856

1937 **Buick** 1938
A MEMBER SUPPORTED
NATIONAL BUICK CLUB

A letter from Frank Haas #72...

I remember the letter from Lauren Matley about the Corvair Spare Tire Locks being the same as 37/38 Sidemount Locks. I was at a swap meet last week and saw a Vendor that had two N.O.S. Corvair Locks for \$20 each. Since I don't have Sidemounts I thought another member might want them. The Vendor was; Gary Esse, 4801 Flint Lane, Madison, WI 53714, 608-244-8416. I hope this will help someone that needs the locks...

Frank Haas #72

37-38 Pedal Pads (All Series) \$3.50 ea.
37-38 Battery Terminal Cover (All Ser) \$3.50 ea.
Gallon Cans of Delco Shock Fluid \$30 per gal.
These are Factory Sealed Cans from the late 30's
37-38 Rear View Mirror, Glare Shield \$7 ea.

Note; All of these parts are old Buick Factory stock I purchased from an old Buick Dealership that my Grandfather purchased our 38 Special New in the fall of 37.

Paul Brennan #71
2343 Werner St.
Marquette, MI 49855
906-226-8617

37-81 Series; Both Front Fenders (Non-Welled) Good Condition, \$75.00 each plus crating and shipping.

Bob McLaughlin #78
428 W. Fern Ave.
Redlands, CA 92373
714-792-5355

1938 Special; Two front Fenders, Hood and Nose. \$200.00 Plus Shipping.

Robert Saunders #39
17406 Tilford Ct.
Granada Hills, CA 91344
S.A.S.E. Please

37/38 PARTS FOR SALE...

1-37 Hood Ornament-Very Good to Exc. \$40
1-37 Hood Ornament-Very Good \$25

(CONTINUED NEXT COL.)

PARTS FOR SALE

(FROM LAST COL.)

37 Grill, Rt. Side, Cracked \$40
37 Grill, Left \$60
37-38 Trunk Hindges;
1-N.O.R.S. (Correct ones) \$50 pr.
1-Very Good Used \$30 pr.
37 Radio Grills \$15
37 Fender Lights;
1- Exc. Pr. Complete \$75 pr.
1- Lights, less chrome \$20 ea.
37 Tail Lights Complete \$40 pr.
37-38 40 series doors, hoods and front and rear fenders..S.A.S.E. ONLY FOR REPLY
37-38 Pair of Sidemount Covers 40-60 ser.
Very Good To Exc. & Chrome (80 ser)
All for \$150
37 Heater, cracked in hindge \$35
37-38 Glove Box Doors \$10
37-38 Clocks \$10 to \$25
38 Center Dash Chrome, Very Gd. \$30
38 Hood Orn. Fair Re-Chrome \$15
37-38 Outside Door Handles, Re-Chromed,
Very Good to Exc. \$30 ea.
38 Trunk Emblem, Re-chromed \$30
38 Center Bumper Guard, Re-Chrome, Exc. \$50
38 Taillight Chrome Covers 4-pr. \$30
37-38 Mirrors \$5 ea.
N.O.S. Sunvisor Brackets \$15 pr.
37 Fuel Tank, Very Good \$75
37-38 Radiator, Very Good \$65
Stainless for Doors, Lights, Etc.

All Above..Plus Shipping...
S.A.S.E. ONLY FOR REPLY. I had many request last month for parts. I can not answer any mail without a S.A.S.E.

Don Gust #43
Rt. 1, Box 161
Beecher, Ill. 60401
312-946-2856

EDITORS NOTE.....

This is all of the "PARTS FOR SALE" Ads that were mailed in this month. If you would please inventory your garages and mail your Ads in I will publish them.... There are a lot of Parts out there if you would all take the time and effort to help each other. And if you want your Ads repeated I need to know.....

Dave

Dale

1937 **Buick** 1938

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Wanted: Automatic Choke for 1938 Buick

Jeff Morris #108
5621 Farms Dr.
Columbus, OH 43213
614-866-2302
614-424-6990

1937 Special Series 41;
Horn Ring
Wipers & Blades
Temperature Gauge
Long Sidemount Chrome
4-16" Trim Rings

Mark Ryan #112
1810 John Ave
Superior, WI 54880

1938-81 Series;
Need Left Front Fender With Sidemount.
Front and Rear Bumpers.

Art Haggett #304
3906 Blackwood Ct.
Santa Maria, CA 93455
805-937-1763

38-66 Series;
Need three piece Exhaust Manifold and the
Center Heat control Section
Found all in Reno for \$1963.00, But Can Not
Afford. Please Help!

Mel Watson #48
2417 N. Shore Rd.
Bellingham, WA 98226
206-733-1677

37 or 38 Rumble Seat Trunk Lid in Good to
excellent Condition. Would be interested in
Trunk Lid for same...

Dennis Huber #110
219 Pebble Ck
Summerville, S.C. 29483
803-873-3303
803-572-6149

Oil Dipstick For Large Series 1938 Buick

John Koutre #313 1301 Rainbow Dr., Stevens Point
Wisc. 54481, 715-341-6188

PARTS WANTED

1937; Want Radio Cover for Dash
L&R Windshield Transmissions
2-Bumper Guards

Herb Martin #314
1891 Golden Ave
Long Beach, CA 90806
213-591-1494

The Ad Below is a correction for an error
that I made last issue.....

Wanted; 1937-61 Series, NOS Flywheel Ring Gea
N.O.S. Crank and Cam Sprokets 1 9/32 Wide.

Sorry for the error Monique... Dave.

Monique Bryher #181
11314 Collins St.
N. Hollywood, CA 91601
213-506-1820
Evenings & Week-ends

Wanted for 1937-40 Series; Heater & Def.
switch. Cigarette Lighter (Only need the
element, no knob or housing.
Firewall I.D. Plate for Model 47.

Ben Lewis #94
5283 Olive Dr.
Concord, CA 94521
415-689-7454

1938 Special; Under Runningboard Antenna.
GM Manufactured "Peep" Mirror, have one, need
one more

Larry McCune #308
4332 Parkview Dr.
Lakewood, CA 90712
213-420-1249

1938 60 Series; Need Both Splash Pans.

Mort Huber #190
404 Vine Ave.
Park Ridge, ILL 60068
312-236-1600 Weekdays
312-698-3276 Eve. & Week-ends

TOO LATE TO CLASSIFY

CARS FOR SALE:

1938 Business Coupe. 40 series. This Car won 1st place in Newport Hill Climb. Price \$2,000.00

1938 Four Door-40 Series (Runs Good) Price \$1,200.00

Both of the above cars can be Driven Home

Parts CARS or Restore;

1937 Buick 4-Dr. series 40 \$400.00

Call or send S.A.S.E. To;

Don Gust #43 (Other year Buicks Also)
Rt. 1, Box 161
Beecher, Ill 60401
312-946-2856

1938 Special 2-door Fastback. Complete ratty interior, rust in doors & Rockers. High miles, Runs..Best Offer...

H. P. Johnson S.A.S.E. ONLY
925 Smith Farm Rd.
Severn, MD 21144 No Calls, Please

1937 ROADMASTER CONVERTABLE

Car is an older restoration that looks and runs great.

Asking \$20,500.00

David Schinnerer #284
1308 Sartori
Torrance, CA 90501
213-320-0707

PARTS FOR SALE:

N.O.S. MultiBeam Headlight Lenses for 37/38 Buick \$20 a pair, postpaid to you.

John Koutre #313
1301 Rainbow Dr.
Stevens Point, WI 54481
715-341-6188

FOR TRADE:

38 Fender Light Moldings for 37's

Herb Martin #314
1891 Golden Ave.
Long Beach, CA 90806
213-591-1494

PARTS FOR SALE:

All 40 Series; L&R Front Fenders, Repairable
\$20.00 each

37 Nose Section, Good Sheet Metal, Frame pit
\$15.00

38 Hood, Both Halves \$20.00

37 Hood, Both Halves \$20.00

37 Doors for a sedan, \$20.00 ea.

37-38 Headlight Buckets \$5.00 ea.

Herb Martin #314

1891 Golden Ave.
Long Beach, CA 90806
213-591-1494

PARTS FOR SALE: All From 37-46 Coupe...

Rear Shocks \$15 ea.

Rear Springs \$15 ea.

Str. Col & Box \$25

Clutch & Brk Pedal Ass. \$20

Frt. Backing plates, shoes, hrdw. \$15 ea.

Frt. Drums & Brgs. \$15 ea.

Dash Gauges (Oil-Amp-Water-Fuel) \$20

Headlight Switch, Gd. Knob \$10

Greg Marshall #148

14161 Riverton Cir.
Westminster, CA 92683
714-897-4217

Wheel Trim Rings: 16" only..These are the Original Stainless Steel that have been carefully restored to original beauty and then polished to SHOW QUALITY..Satisfactory Guaranteed..\$25.00 each, plus freight.

Dave Lewis #237

1569 Wabash Ave
Springfield, Ill 62704
217-546-2600

1938 Series 40; Need the following;

Centerline Radio Complete

Rear Gravel Guard

Front Arm Rests, ser 44

Front Bumper Grill Guard (upside down V)

Two Good re-chromable Bumper Guards

One Glass Parking Lens

Dug Waggoner #10

251 Kearney St.
San Francisco, CA 94108
415-781-2347

TOO LATE TO CLASSIFY

LETTER FROM LOU WILDT #245

Dear Dave,

Enclosed is \$20.00 for membership in the club. I think all the 37/38 owners greatly appreciate the immense and very worthwhile project you have undertaken.

I am about to begin restoration on my 38-46C which has been sitting in my garage for the last 3 years so the publication will be priceless to me. I appreciate the fact that the publication is limited to 1938 and 1938. I subscribe to a number of other publications but it is a pleasure to be able to zero in on specific interests.

I have a number of parts that I can make available as soon as I can determine what parts I do or do not need. I have a lot of N.O.S. parts including a mint un-cut floor mat, but I will be needing some of the other hard to find items you are trying to have reproduced.

As you suggested I am starting to dig out my parts and I will come up with a list that I can submit in the next few weeks. Keep up the good work.

Lou Wildt #245

TRIPPE LIGHTS...FOR SALE....

We have an extensive inventory of Trippe Lights and accessories for them. Some are N.O.S. and some used and some that we have restored to Show Condition. We have Bulbs, Brackets and switches. Write for our list.

TOM DUNAWAY
P.O. BOX 5074
ANDERSON, S.C. 29623
803-226-6673

CAR FOR SALE....

1937 Buick Century Fastback.....
Black..28,000 Original Miles-New Paint-New
White Wall Tires. All Complete and VERY VERY
CLEAN. Must be Seen..I don't want to sell,
But I have my eye on a Convertable that I
want. SERIOUS INQUIRIES ONLY...\$8,000.00

Jonathan Gordon #204
1007 Beaver Road
Sewickley, PA 15143
412-741-7333

PARTS WANTED

1937 46S Coupe;
Stainless Strips for Both Doors-40" long
Stainless Strips for Hood
Stainless Cowl Strips '4"
Center Hood Strip
Clock For Glove Box Door
Hood Handles (2)

Greg Marshall #148
14161 Riverton Cir,
Westminster, CA 92683
714-897-4217

1937 Ser 41; N.O.S. Wiper Transmission, Left
Jack and Tools
Owners Manual & Envelope
Rear Gravel Shield, N.O.S. only
Front Bumper Guard, Center
N.O.S. Trunk Mat for 6-wheeler

Dave Lewis #237
1569 Wabash Ave
Springfield, Ill -2704
217-546-2600 Days

PARTS WANTED

Wanted; Trippe Lights Complete and a Complete
Centerline Radio for 1938. Nice only!

Dug Waggoner #10
251 Kearney St
San Francisco, CA 94108
415-781-2347

PARTS WANTED

37-81 Windshield Wiper Transmissions and the
Arms that go under the dash from them.
MINT OR N.O.S. CHROME ONLY

Bob McLaughlin #78
428 W. Fern Ave.
Redlands, CA 92373
714-792-5355

PARTS WANTED

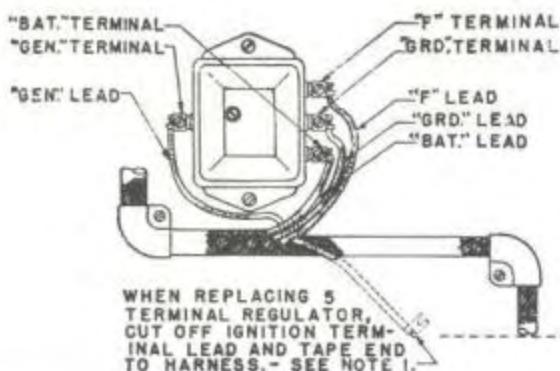


For those of you that have been looking for the Delco N.O.S. Voltage Regulator that has five poles on it. Here's a solution to your problem or at least something that is easier to find. Buick experienced trouble with the five pole regulator back in 1937 so Delco brought out a new improved regulator that is described below. It is a factory replacement for 1937 Buicks and was used on several GM cars of the period. The instructions shown below is what Delco put in the regulator box when sold. I have seen these regulators at several Swap Meets and they sell for around \$25.00 N.O.S. I purchased mine from "The Buick Barn", Weymouth, MASS.

INSTALLATION INSTRUCTIONS FOR
DELCO-REMY MODEL 1118213 VOLTAGE REGULATOR
 (Four Terminal Type)

THIS REGULATOR IS FOR USE WITH A NEGATIVE GROUNDED BATTERY ONLY!

Before installing the regulator in this package, check the battery voltage to make sure that its negative terminal post is grounded. IF THIS REGULATOR IS INSTALLED WITH A BATTERY WHICH IS POSITIVE GROUNDED, THE REGULATOR CONTACT POINTS WILL OXIDIZE RAPIDLY.



-----PLEASE NOTE!

1. When replacing a five terminal regulator, remove the regulator "IGN" terminal to ignition switch lead. If lead is in harness, cut off the lead as close to the harness as possible, then tape the wire end to the harness.
2. When replacing some of the earlier types of regulators with the dust-proof regulator in this package, wider hole spacings will be required. Drill $\frac{1}{8}$ inch holes, use the enclosed self-tapping screws and lockwashers under the old screws to mount the regulator. Where the original regulator was mounted on a bracket, remove the bracket and mount the new regulator on the engine side of the dash.

ACCIDENTAL REVERSAL OF GENERATOR POLARITY

During the installation of the regulator, the polarity of the generator may accidentally become reversed. Reversed generator polarity will cause the cut-out relay contact points to vibrate and burn. To make sure the generator has the correct polarity with respect to the battery it is to charge, after the installation of the regulator momentarily connect a jumper lead between the "GEN" and the "BAT" terminals of the regulator, BEFORE STARTING THE ENGINE. The momentary surge of battery current to the generator will correctly polarize the generator.

DELCO-REMY DIVISION, General Motors Corp., ANDERSON, IND.

DR-629 10-27-39

Printed in U.S. of A.

TECHNICAL TIPS

TECHNICAL TIP FROM..PAUL BRENNAN #71

37/38 Buick Wiper Blades (All Series)

The exact blade as used on Buicks in 1937 and 1938 is still available by "Trico". Go to any parts store which handles Trico and I'm sure they will be able to get them for you. The part number is..U778-30TM.

TECHNICAL TIP FROM..BEN LEWIS #94

Lower Radiator Hose 37/38 series 40

The lower radiator hose on 37 and 38 series 40 can be replaced with a currently made fresh hose. It is the same as the hose used on the 1965 and 1966 Buick which is currently available at your local parts house. You must trim a few inches off of the top of it and it then fits perfectly. The "Gates" hose part number is #20386.

TECHNICAL TIP FROM..DICK JONES #297

HOOD REST REPAIR TIP FOR 1937 BUICKS

The rubber on the hood rests on my 37-91 was all worn off and the metal was scratching the cowl paint. I was unable to locate new ones, so I removed them and cut off all the old rubber that was left. I dipped them in "Plasti Dip" several times. They really came out great! It is tough, pliable and non-skid. It comes in colors, I did mine in black. Plasti Dip is available at hardware and auto stores made primarily for tool handles. It is made by PLASTI-DIP INTERNATIONAL, 1458 West County Rd C., St Paul, MN 55113, ph#(612) 633-9633.

HEADLIGHT CONVERSION INFORMATION..For those of you that want to convert your 37/38 Buicks to Seal Beam (12volt) I now have a detailed "HOW TO" instruction sheet, with pictures. Thanks to Eugene Levandoski #74. I am in the process of trying to get permission from the publisher to re-print the article, but in the meantime if you let me know, I'll send you a copy. If you have old books around it was in "Rod & Custom" March 73. P.S. send a \$1.00 to cover the postage if you want a copy now.





BUICK CLUB

PAGE #1

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

BUICK 8, SECOND & THIRD SERIES ENGINE PARTS INTERCHANGE

40 - Special		
50 - Super		
60 - Century		Series Breakdown
70 - Roadmaster 1940-52		
80 - Roadmaster 1936-39		
80 - Limited 1940 133" W/B only		
90 - Limited 1936-42		

First digit means series, second digit means body style, i.e.

1941 - 41 4 means Special, 1 means 4 door
 1941 - 56 5 means Super, 6 means 2 door
 1941 - 71C 7 means Roadmaster, 1 means 4 door, C means convertible

Second series engines production ran from 1937-50 in Series 40; Series 50 engines from 1940-1949; Series 60, 70, 80, 90 engines from 1936-1952. The second series engine cubic inch displacement is 248 for the 40 and 50 series cars. The second series engine cubic inch displacement is 320 for the 60, 70, 80, and 90 series cars. The F263 or third series engine has 263 cubic inch displacement and covers the series 50 cars 1950-52 and the series 40 cars 1951-53.

<u>PART</u>	<u>YEARS</u>	<u>SERIES</u>
Block	37-49	40, 50
"	36-49	60, 70, 80, 90
"	50-52*	50
"	51-53*	40
"	50-52	70
Head	36-40	40, 50
"	41-49	40, 50
"	50-53*	40
"	50-52*	50
"	36-49	70
"	50-52	70
Crankshaft	37-49	40, 50
"	50	40
"	50-52	50
"	37-52	60, 70, 80, 90
Camshaft	37-48	40, 50
"	49-53	40
"	50-52	50
"	36-48	60, 70, 80, 90
"	49-52	70

* Same Application



BUICK CLUB

PAGE #2

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

<u>PART</u>	<u>YEARS</u>	<u>SERIES</u>
Valve lifters	37-48	All
"	49-52	All
Timing Chains*	37-52	50
"	37-53	40
"	36-52	60,70,80,90
Cam Sprocket*	37-53	40
"	37-52	50
"	36-52	60,70,80,90
Crank Sprocket*	37-53	40
"	37-52	50
"	36-52	60,70,80,90
*Keep chain & gears in same year, i.e. 1940 series use 1940 to 1949 chain and gear		
Valves, intake & exhaust	37-53	40
"	37-52	50
"	36-52	60,70,80,90
Valve springs	37-49	40
"	37-48	50
"	49-53 hyd. lifters	40
"	49-52 hyd. lifters	50
Valve Springs	36-48	60,70,80,90
"	49-52	70
Water Pump	34-40	40,50
"	41-49	40,50
"	36-49	60,70,80,90
Fuel Pump	34-38	40
"	39	40
"	40-51	40,50
"	36-39	60,80,90
"	40-51	60,70,80,90
"	52-53	40
"	52	50
"	52	70
Oil Pump	37-39	40
"	40-53	40
"	40-52	50
"	37-52	60,70,80,90



1937  1936



PAGE #3

BUICK CLUB

PART	YEARS	SERIES
Pistons	37	40
"	38-40	40, 50
"	41-49	40, 50
"	50	40
"	50-52	50
"	51-53	40
"	37	60, 80, 90
"	38-40	60, 70, 80, 90
"	41-52	60, 70, 80, 90
Rods	37-40	40, 50
"	41-48	40, 50
"	49-50	40
"	49	50
"	37-40	60, 70, 80, 90
"	41-48	60, 70, 80, 90
"	49-52	70
Manifolds, intake-exhaust*	37	40
"	38	40
"	39-47	40, 50
"	48-49	40, 50
"	50-53	40
"	50-52	50
"	37	60, 80, 90
"	38	60, 80, 90
"	39-51	60, 70, 80, 90
"	52	70

*All manifolds will physically bolt to all heads within series

UPGRADE, UPDATE INTERCHANGE

Timing chain cover -

Use 1942 and later cover in each series to gain benefit of improved neoprene oil seal

Water pump -

Use 1949 water pump in 1936-49 large series engines, better internal seal.
Use 1949 water pump in 1941-49 series 40, 50, same pump as larger series.

Connecting rods -

Use 1949-52 rods in large series 1937-52 to gain inserted rod bearings.
Use 1949-50 series 40 and 1949 series 50 rods in 1937-48 series 40, 50 engines, same reason.

Pistons -

Use 1941-49 domed pistons in 1937-40 series 40, 50 engines. 1937-50 All series
Use 1941-52 domed pistons in 1937-40 series 60, 70, 80, 90 engines. 1951-52 Series 40, 50, 70
Better piston design in both series. 1953 Series 40

Distributors -

TECHNICAL TIPS

ADDITIONAL DATA

This information applies to the items of equipment on reverse side, which are marked as follows:

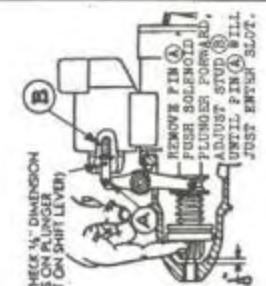
- * Consult A.E.A. SERVICE MANUAL for more complete information.
- * * Serial Number — Right side rail at rear of front wheel.
- * * Wheelbase — 122".
- * * Engine Number — Right side rear of engine below push rod cover. 43168225 and up.
- 3 * Vacuum Control — 5" — 7" hg. to start plunger travel. 6" to 6" distributor advance at 10" — 13" hg. — Full travel.
- 4 * Ignition Timing — The AUV timing mark is 6° before the top dead center mark. To avoid confusing these marks if a synchroscope is used for timing, the AUV mark must be filled with white paint. The maximum allowable variation in out-of-synchronization of the cam 1-1/2 cam degrees.
- 5 * Solenoid Switch — Relay —
 - Air Gap (points closed) — .010" to .013".
 - Point Opening — .025" to .045".
 - Contact Points Open — 1.0 to 1.2 Volts.
 - Contact Points Close — 1.9 Volts (Max.).
- 6 * Voltage Regulator Adjustments — Operate generator at 2800-3000 R.P.M. Adjust Generator voltage to 7.55-7.65 Volts at 70°F. and 7.45-7.55 Volts at 180°F. with 6-Q amperes charging rate. Voltmeter connected between "IGN" terminal and ground. Do not set voltage regulator on open circuit. Contact Point Separation — 0.18" — 0.25". Air Gap — 0.60" — 0.70" between armature and center of core (with armature down until fibre bumper just touches stop). Cut-Off Relay Adjustments — Contact Points close at 6.5-7.25 Volts. Points open at 3 Volts. Max. discharge at 6.3 Volts.
- 7 * Valve Timing — Place an indicator on exhaust valve spring cap for either No. 2 or No. 7 cylinder so that it will accurately measure the valve opening. Set the indicator so that it will register "0" with the valve closed. When the crankshaft has been turned in the direction of rotation so that the valve opens .145", the No. 1 and No. 6 top dead center mark on the flywheel should then be visible through the timing inspection hole in the flywheel housing.
- 8 * Carburetor — Stromberg — Model AA-1 No. 10451 (used with Heavy Duty Air Cleaner) Carburetor — Marvel — Model BD-1 No. 10-1749 (used with Standard Air Cleaner) Carburetor — Marvel — Model BD-1 No. 10-1750 (used with Heavy Duty Air Cleaner) Carburetor — Marvel — Model CD-1 No. 10-1762 (used with Standard Duty Air Cleaner) Carburetor — Marvel — Model CD-1 No. 10-1763 (used with Heavy Duty Air Cleaner) (see opposite column for specifications)
- 9 * Muffler Back Pressure — 3-1/4 pounds per square inch taken at the exhaust pipe flange at 3600 R.P.M.
- 10 * Fuel Pump — Using AC Fuel Pump Analyzer: No. 1521551 CAPACITY — 1 pint or over in 1 minute. PRESSURE — 3-1/2 pounds maximum at carburetor.
- 11 * Thermostat — To start opening at 145° — 155° F. and to be fully open at 175° F.
- 12 * Manifold Automatic Heat Control — To check thermostat tension, remove cotter pin and clamp special lever on front end of shaft this tool is a 1-1/2" lever assembly to approximately 70° F. Attach spring scale to lever. Hold finger lightly against lever to detect movement when pulling. Scale reading should be 5 to 6 ounces at 70° F.

IGNITION LOCK



BRIGGS & STRATTON

KEY SERIES 8000 — 8499
KEY BLANK (BUICK NO. 601288) 82116
(BUICK NO. 1291953) 456922



TO CHECK 1/4" DIMENSION
(NOT ON SHIFT LEVER)

AIR GAP — .010" to .013".
POINT OPENING — .025" to .045".
CONTACT POINTS OPEN — 1.0 to 1.2 Volts.
CONTACT POINTS CLOSE — 1.9 Volts (Max.).

Voltage Regulator Adjustments — Operate generator at 2800-3000 R.P.M. Adjust Generator voltage to 7.55-7.65 Volts at 70°F. and 7.45-7.55 Volts at 180°F. with 6-Q amperes charging rate. Voltmeter connected between "IGN" terminal and ground. Do not set voltage regulator on open circuit. Contact Point Separation — 0.18" — 0.25". Air Gap — 0.60" — 0.70" between armature and center of core (with armature down until fibre bumper just touches stop). Cut-Off Relay Adjustments — Contact Points close at 6.5-7.25 Volts. Points open at 3 Volts. Max. discharge at 6.3 Volts.

NOTE: Voltage readings should be taken with cover on unit. After making adjustments, decrease engine speed until cut-out relay contact points open, then increase speed until points close before taking final voltage reading.

7 * Valve Timing — Place an indicator on exhaust valve spring cap for either No. 2 or No. 7 cylinder so that it will accurately measure the valve opening. Set the indicator so that it will register "0" with the valve closed. When the crankshaft has been turned in the direction of rotation so that the valve opens .145", the No. 1 and No. 6 top dead center mark on the flywheel should then be visible through the timing inspection hole in the flywheel housing.

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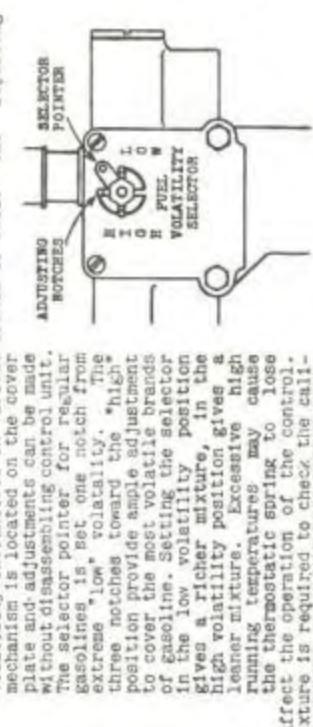
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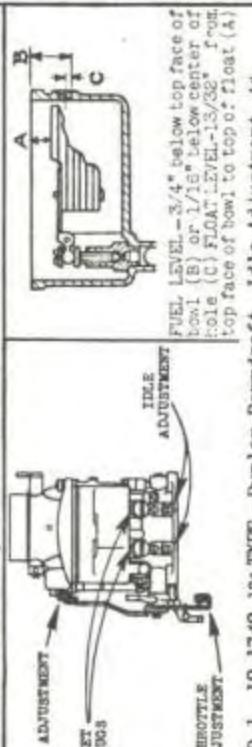
11 * Thermostat — To start opening at 145° — 155° F. and to be fully open at 175° F.

12 * Manifold Automatic Heat Control — To check thermostat tension, remove cotter pin and clamp special lever on front end of shaft this tool is a 1-1/2" lever assembly to approximately 70° F. Attach spring scale to lever. Hold finger lightly against lever to detect movement when pulling. Scale reading should be 5 to 6 ounces at 70° F.

Automatic Choke — Delco-Remy Automatic Carburetor Control — The fuel volatility selector is provided to take care of variations in fuel volatility encountered in various brands of fuel. The adjusting mechanism is located on the cover plate and adjustments can be made without disassembling control unit. The selector pointer for regular gasoline is set one notch from the extreme "low" volatility position, three notches toward the "high" position provide ample adjustment to cover the most volatile brands of gasoline. Setting the selector in the low volatility position gives a richer mixture, in the high volatility position gives a leaner mixture. Excessive high running temperatures may cause the thermostatic spring to lose its tension and affect the operation of the control. A special test fixture is required to check the calibration. **DO NOT ATTEMPT TO ADJUST THIS SPRING WITH PROPER FIXTURES.**

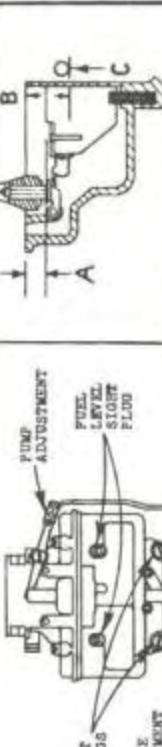


STROMBERG — Model AA-1 A-18451 — (Same as Stromberg Model AA-1 A-18561 Except: Fuel Metering Jet size .045 and By-Pass Jet No. 70)



MARVEL — Model BD-1 10-1749 12* TYPE — Duplex Downdraft Idle Adjustment — Adjust to smooth running one barrel at a time. OUT: To make rich. Throttle Stop Screw (Part No. 2BD-1107-E) Idle Jet Assy. (Part No. 49-507-5) Matched Metering Pin & Jet Assy. (Part No. 42-561) **Seasonal Adjustment** — Your notes for accelerating pump lever. Number 3 hole is normal position, hole number 1 or 2 for extreme hot weather.

MARVEL — Model BD-1 10-1750 12* (Same as Marvel Model BI-1 No. 10-1749 Except: Power Jet — (Part No. 49-530-U) Metering Pin and Jet Assy. (Part No. 52C-1103-E)



MARVEL — Model CD-1 10-1762 12* TYPE — Duplex Downdraft Idle Adjustment — Adjust to smooth running one barrel at a time. OUT: To make rich. Throttle Stop Screw (Part No. 49-520-Y) Metering Pin — (Part No. 43-33) Idle Tube Assembly (Left) — (Part No. 225-626) Idle Tube Assembly (Right) — (Part No. 223-517) **Seasonal Adjustment** — Three holes in accelerating pump lever. The outer hole is normal position, outer hole for extreme hot weather.

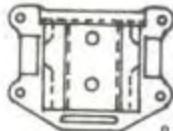
MARVEL — Model CD-1 10-1763 12* (Same as Marvel — Model BI-1 10-1749 Except: Power Jet — (Part No. 49-250-U) Metering Pin and Jet Assy. (Part No. 52C-1103-E)



Don't buy one without the other!

Your plans are made---the car's paint job is superb, you paid top dollar for the rechroming, there's not a flaw in the upholstery job---don't shortchange you or your car by using anything less than the best in replacing the rubber on the car. Lynn Steele offers a very extensive line of reproduction rubber parts. Steele parts are known throughout the restoration industry for top-notch materials, craftsmanship, and authenticity.

The parts shown below are a mere drop in the bucket compared to what you'll find in our catalog. Send \$1.00 (per make) for our catalog, specifying year, make, and model. You just can't miss when using Steele Quality Reproduction Rubber.



1937-38 Support assembly, engine, rear, 1297662. Re-vulcanized to new condition using your old steel plates. Please send both steel plates from your old supports (4 pcs. total).

Allow about 3 weeks for delivery. Ser. 40 only.

B-235 \$75.00/pr.

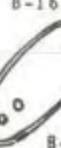
1937 Mtg. pads, tail lights, 1299460-1. Ser. 40, 60.

B-45 \$15.00/pr.



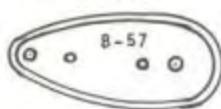
1937 Pad, tail lamp mtg.-to-fender, R & L, 1299472-3, fine detail, excellent copy. Ser. 80, 90 only.

B-169 \$18.00/pr.



1938 Mtg. pads, tail light, R & L, 1304392-3. excellent job, fully detailed. Ser. 40, 60 only.

B-101 \$15.00/pr.



1938-40 Mtg. pad, tail light, 1304394-5. Ser. 80, 90.

B-57 \$20.00/pr.



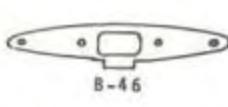
1937 Mtg. pad, parking light, 1299346. All.

B-32 \$10.00/pr.



1937 Mtg. pad, license light, 1300325. Models 40C, 44, 47, 60C, 64, 67 (Plainback body styles).

B-65 \$15.00/ea.



1937 Pad, rear license lamp, middle of trunk, 1300206. Models 41, 48, 61, 68 and all Ser. 80, 90.

B-46 \$15.00/ea.



1938-49 Pad, rear license lamp & trunk handle body, 1307560. Many models.

B-34 \$7.50/ea.



1937-38 Grommets, front bumper, R & L, 1299430-1, beautiful copy. Ser. 40 & 60.

B-41 \$22.00/pr.



1937-38 Grommets, front bumper, 1299408, fine reproduction. Ser. 80, 90.

B-56 \$18.00/pr.



1937-38 Mtg. pad, rumbleseat step to fender, proper beaded edge, exact copy. Some models, as req'd.

B-182 \$10.00/ea.



c.1927-50 Fender welting, superior quality, proper construction of fabric reinforced vinyl over twisted paper rope core, 1-3/8" wide, black only. Two bead sizes: (A) 1/4" bead.

(B) 3/16" bead.

When ordering, specify A or B and also 25 ft. or 50 ft. roll.

B-184 A & B 25 ft. roll - \$ 8.50/ea.

50 ft. roll - \$16.00/ea.



1937-38 Runningboard matting. Special original design, molded in solid aluminum molds, right and left. Size includes stock for apron riser and outer radius. No splicing necessary. Subject to batching so order early. Series 40 only.

B-145 \$235.00/set

STEELE

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Rt. 1, Box 71W
Denver, N.C. 28037
(704) 483-9343



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BILL HIRSCH CO. 1937-1938 Parts. . .

- **Engine Paint** We carry a Full Line of Engine Enamels. Dark Green, High Gloss For 1937 and 1938 Buicks.....\$12.50 Qt.
- **Hub Caps** We handle the finest 1937 and 1938 Buick Hub Caps. These are the Highest Quality Available.....\$60.00 Ea.
- **Paints** High Quality, High Gloss Pure Nitrocellulose Lacquer, As the Original Buicks were Painted. All Colors Available. \$33 to \$39 Gal.
- **Trim Rings** We Handle one of the Finest 16" Wheel Trim Rings. High Quality SHOW CHROME, Satisfaction Guaranteed.....\$35.00 Ea.
- **Fuel Systems** This Product is used to Seal the inside of Fuel Tanks after they are Boiled Out. Protects Inner Lining.....\$10.00 Qt.
- **Leathers** We handle the Finest Grade Leathers Available. Please send a Sample of your needs for price Quotes.....
- **Upholstery** We also handle a complete line of Convertable Top and Interior Upholstery and Carpets. Call for Samples & Quotes.....



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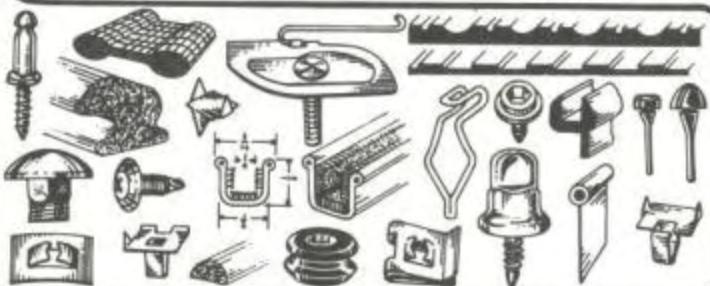
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DOOR SILL REPORT.....ATTENTION ALL MEMBERS.....

As most of you know I have been working towards finding a supplier of Door Sills for our Buicks for the last seven months. I have had over 150 people write to me wanting to buy new Sills for their car after I ran an article in Hemmings last January. I tried very hard to have them made by a company in California, but ran into a lot of problems and had to give up on that company. After some research I found Mr. Ray Kuehn in New Jersey that makes Sills for cars and after talking with Ray we have agreed to form a program whereas the Club Members may buy, thru Ray, direct at a discount. In order for him to offer us this discount it is very important that he receives a large enough response from this article to warrant the discount he is offering. In the event the members do not respond it will necessary for Ray to rescind this offer. He is now making Sills by hand and if the orders increase he can speed his production process in order to produce them at a lower cost. IF YOU WANT OR NEED SILLS....NOW IS THE TIME TO WRITE RAY AND LET HIM KNOW.....Ray has sent me some samples to try on my car and they are nice. I am sure that you will be very happy with the quality and fit. I think the best way for Ray to gauge our interest is for the Members to send Ray a deposit check of \$10 for Ray to hold until your Sills are ready. In the event the Club Members do not respond as we think, Ray will return your check or he will make your Sills at the regular price. It will require around 25 orders for Ray to offer the discount plan so let's start on those orders today.....

Ray has the pattern for 1937 and 1938 40 Series 4 Dr. Sedans now so anyone wanting Sills for them will not need to send any samples. Owners with Coupes and the 60-80-90 Series will need to send their old Sills to Ray to get the right lengths....The Sill Design is the same on all 37-38 Cars, but we need to verify the lengths....

Send your deposit checks to; Mr Ray Kuehn, 81 Graham Ave, N. Haledon, N.J. 07508

Delivery Time will be between 10 days to 30 days depending on Orders...PLEASE BE PATIENT....

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60 Series;
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ALL PLUS FREIGHT

For those of you that have been waiting for the 60 series runningboard covers...I have the sample now and the Molds are ready. The only problem is the material. I must order in large quantities therefore I need orders to offset the cost of the material. If you want covers, Please send me a deposit of at least \$100.00. I am figuring on delivering the covers within the next two months providing I receive enough orders. The pair of covers will be \$325.00 per pair or \$400.00 per pair if I cook them on your metal, Plus Freight. Your money will be refunded in the un-likley event that I do not receive enough orders. From the requests I have received there should be more than enough orders to fill... The 40 series and the 60 series Molds have been lengthened in order to allow for a shrinkage problem and are now much easier to install than before.

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CLUB PROJECT

These 1937 Buick Radio Booklets are being offered to the members as a means of raising money to provide all the members with either a Dash Plaque or Grill Emblem for our Club.

Dug Waggoner #10 is willing to do the Art work to design these. Dug has offered his services to do the design and find a manufacturer to produce them. The Net Cost of these 25 page booklets is \$3.37 each. For everyone sold I will put the profits in a separate account towards this goal. We will from time to time have fund raisers until we reach our Goal.

PRICE PER BOOKLET;	\$12.50
Shipping;	\$2.00
	<u>\$14.50 ea.</u>

Send your orders to the Club Office,
1569 Wabash Ave.

Anyone having any ideas that would further this project please contact either Dug or myself.

Dave

1937 **Buick** 1936

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